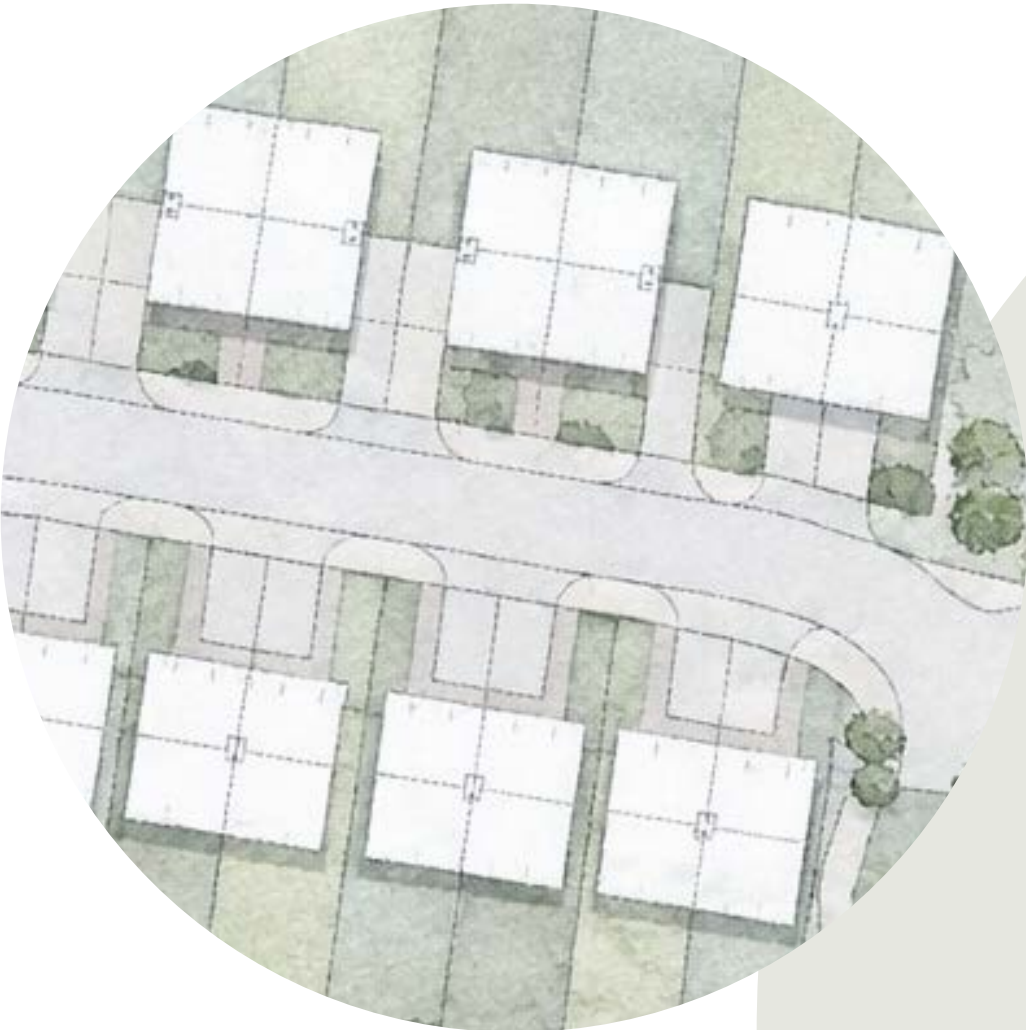


Warnham

Design and Access Statement





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Date: June/2026
Version: 02
Requested by: Martin Rose
Approved by: Ceri Turner-Hill

1. INTRODUCTION

This Design and Access Statement has been prepared on behalf of the applicant Wienerberger Ltd in support of an Outline Planning Application for proposed new residential development within the land to the north of Station Road and west of the railway. The outline application is for the proposed construction of approximately 24 new dwellings comprising a mix of 1 to 4 bedroom properties with associated external works and landscaping.

This statement responds to the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 for most planning applications to be accompanied by a Design and Access Statement. It has been structured in accordance with Communities and Local Government "Guidance on information requirements and validation" (March 2010) and CABE (2006) guidance.

THE SITE

The application site is located within Horsham District Council, in close proximity to Warnham Station. The site is accessed directly from Station Road to the south and bounded to the east by railway line, and north/west by established woodland.

Document schedule:

Wienerberger drawings:

- WAR-WBR-ZZ-ZZ-DR-A-13301 – Site layout – Masterplan
- WAR-WBR-ZZ-ZZ-DR-A-13302 – Site plan - Landscaping
- WAR-WBR-ZZ-ZZ-DR-A-13303 – Site Plan – Tenure mix
- WAR-WBR-ZZ-ZZ-DR-A-13306 – Site location plan

Ecology:

- Arboricultural Constraints Survey, Impact Assessment
- Preliminary Ecological Appraisal
- Biodiversity survey and report

Transport:

- 251203 J328371 TS V1.0 - Transport Statement

Drainage:

- Drainage Strategy

Renewable Energy Statement

Noise Impact Assessment

Environmental Air Quality Assessment



2. SITE CONTEXT

The overall holding of the applicant totals approximately 7.6ha, with a smaller application boundary of 0.88ha submitted for the proposed residential development to the north of Station Road. The surrounding area is predominately formed of established woodlands adjacent to the London-South Coast railway line north of the A264. To the south of the site sits a row of 18 no. two storey semi-detached Edwardian houses with long narrow gardens with ancillary buildings positioned to their northern boundaries delineating the application site.

To the east of the railway line is the Warnham Brickworks site, owned and operated by Wienerberger Ltd. The landfill areas and energy from waste plants are to the north and are not part of Wienerberger's operations.

The north eastern part of the site contains a small section of Ancient Woodland with areas of open grassland and paths in the central and east areas.

Warnham train station is located immediately to the east of the application site, providing helpful local and national transport links within very close proximity to the proposed residential development. Warnham Station provides a direct link to London Victoria which is a 1h 17 min train journey away, while Horsham is only a 4 minute train journey.

Wienerberger have been working on improvements for pedestrian and cyclists using Station Road to travel between Warnham village itself and the railway station. This includes new crossing facilities at the A24 close to the junction with Station Road.

The site is also well placed to benefit from new active travel measures being introduced at North Horsham and on the emerging Mercer Road site allocation.

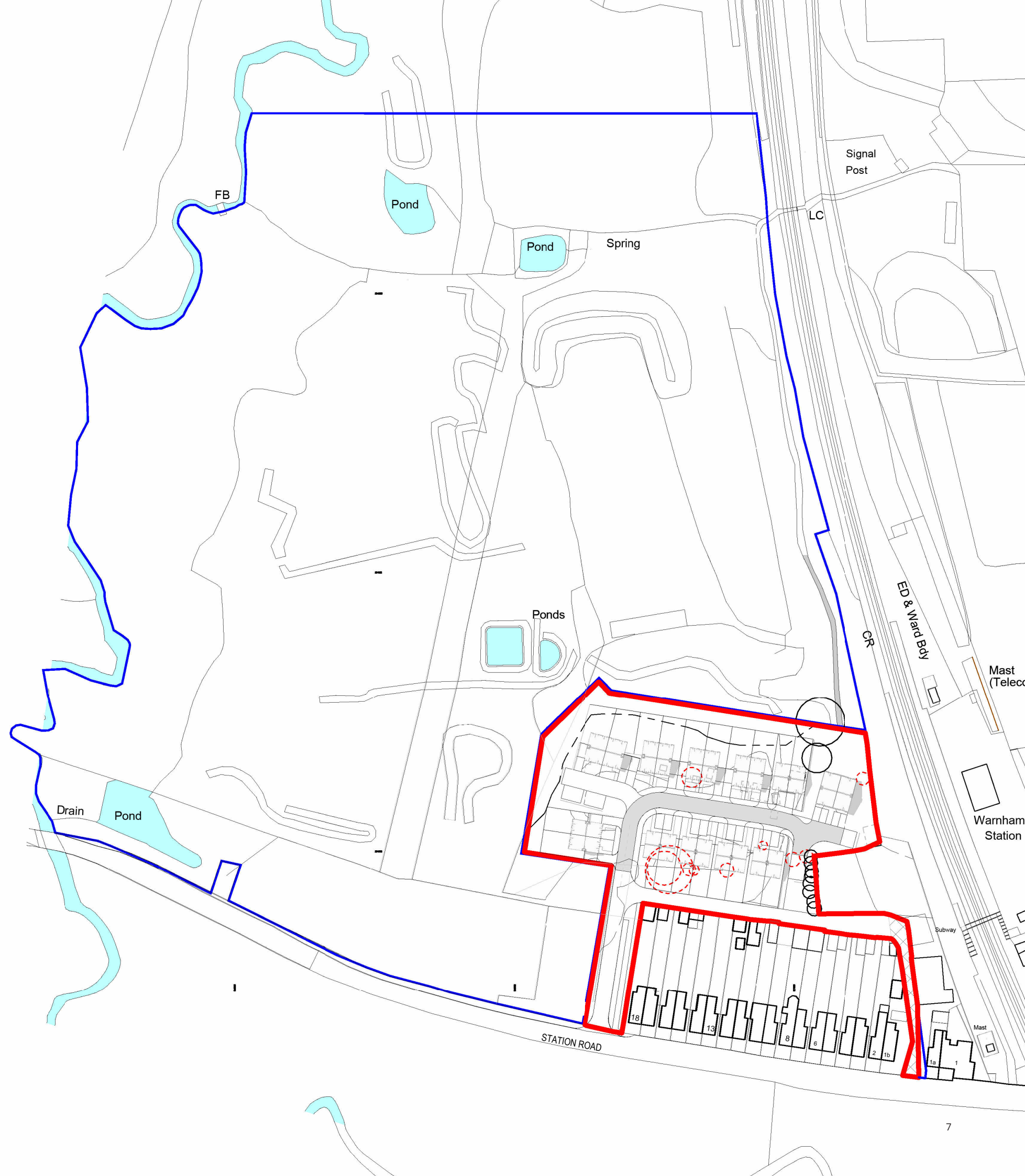




Photo 01 - Approach to houses on Station Road



Photo 02 - Approach to houses on Station Road



Photo 09 - View looking north along boundary



Photo 10 - View of the middle of the site.



Photo 03 - Factory from East Access



Photo 04 - Rear Access



Photo 05 - Site View from the north boundary



Photo 06 - Site View from the north boundary



Photo 07 - View looking north along boundary



Photo 08 - Site View



2.1 PLANNING POLICIES

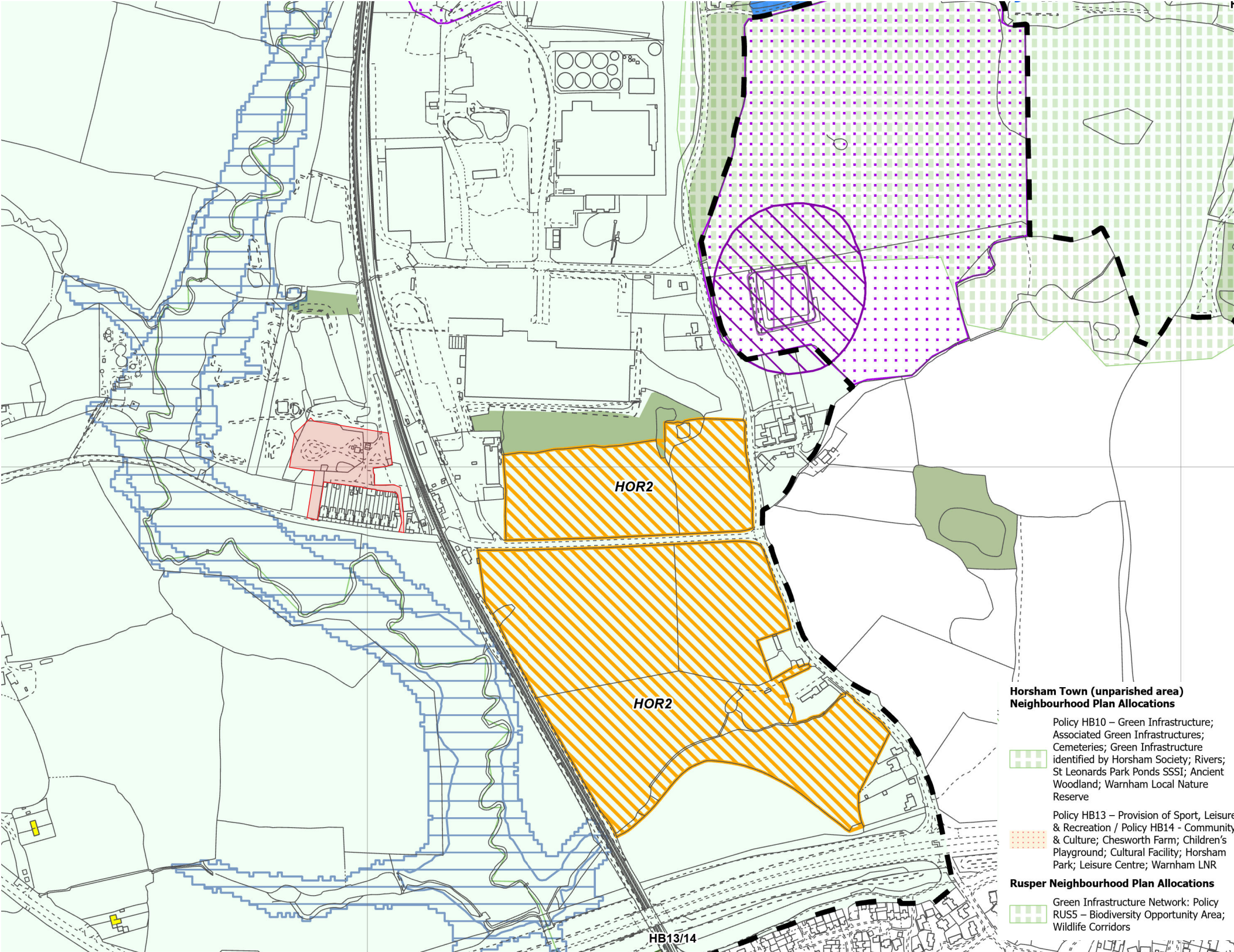
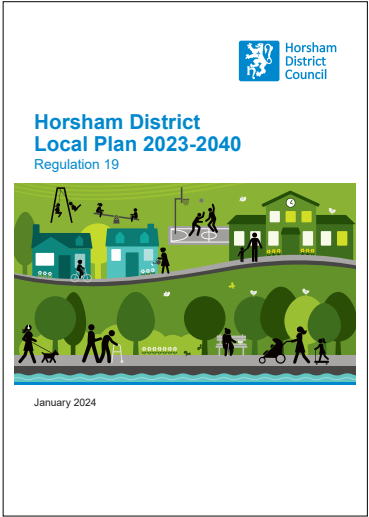
The site is located in close proximity to the North of Horsham Strategic Site, which is allocated in the Horsham District Planning Framework under policy SD1, for the delivery of at least 2,600 homes plus a secondary school, two primary schools, a business park, local centre, open space, infrastructure and a potential railway station.

The site is immediately adjacent (on the opposing side of the railway line) to the proposed site allocation on Mercer Road, which is proposed to be allocated in the Reg 19 Draft Local Plan for 300 homes (site HOR2).

The site falls within the Green Infrastructure Network identified in the Horsham District Local Plan (Regulation 19). In this context, Policies 26 (Development in the Countryside), 27 (Green Infrastructure) and 28 (Biodiversity and Geodiversity) collectively require development to respect landscape character, safeguard ecological connectivity and respond positively to its countryside setting.

By retaining important landscape features, strengthening ecological connections and establishing a clearly defined settlement edge, the proposed scheme is considered to accord with the landscape protection and enhancement aims of emerging Policies 26, 27 and 28.

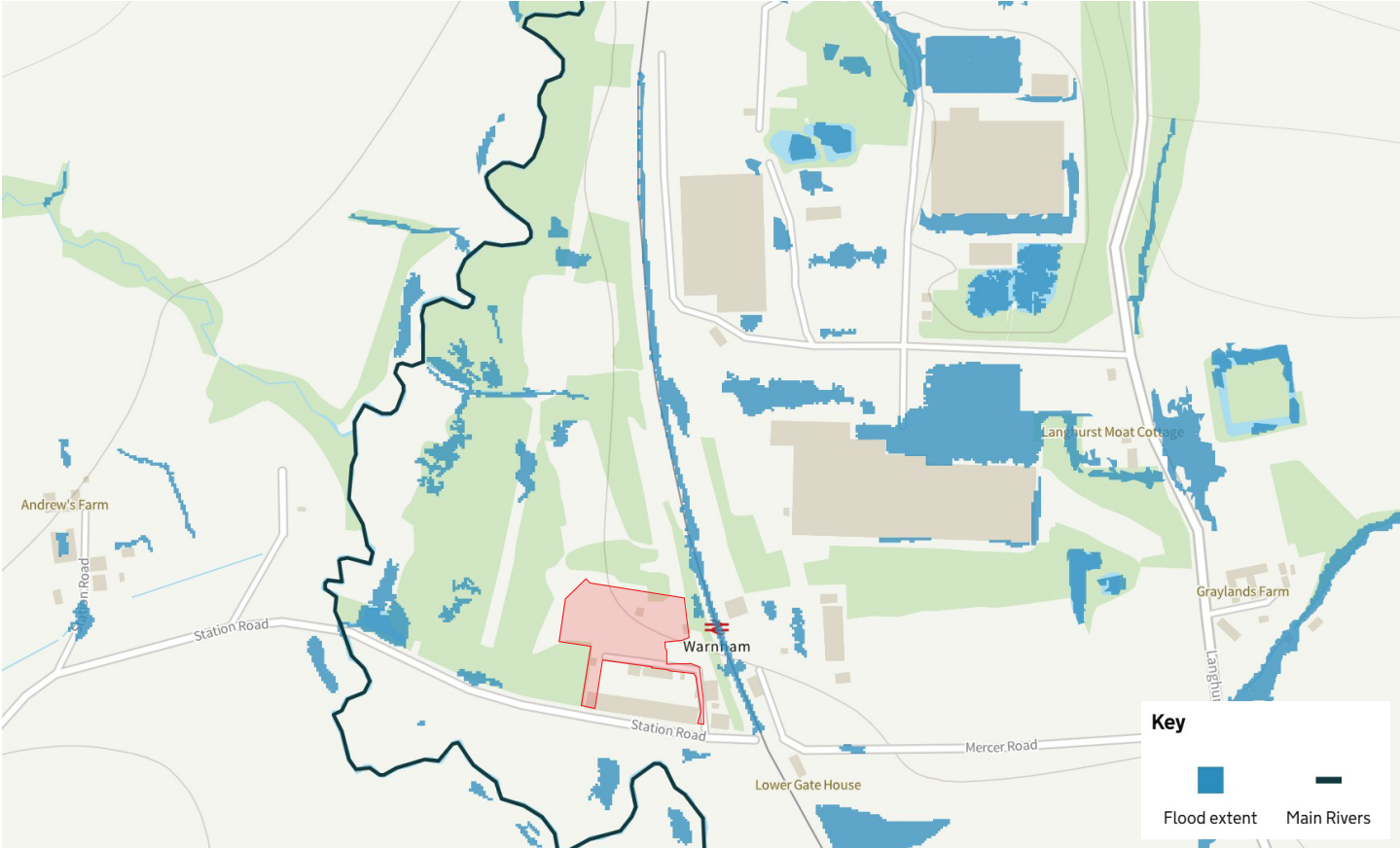
The site is not subject to any site specific planning policy constraints.



Horsham District Council: Regulation 19 Local Plan Map 16C. Source: horsham.gov.uk

2.2 FLOOD RISK

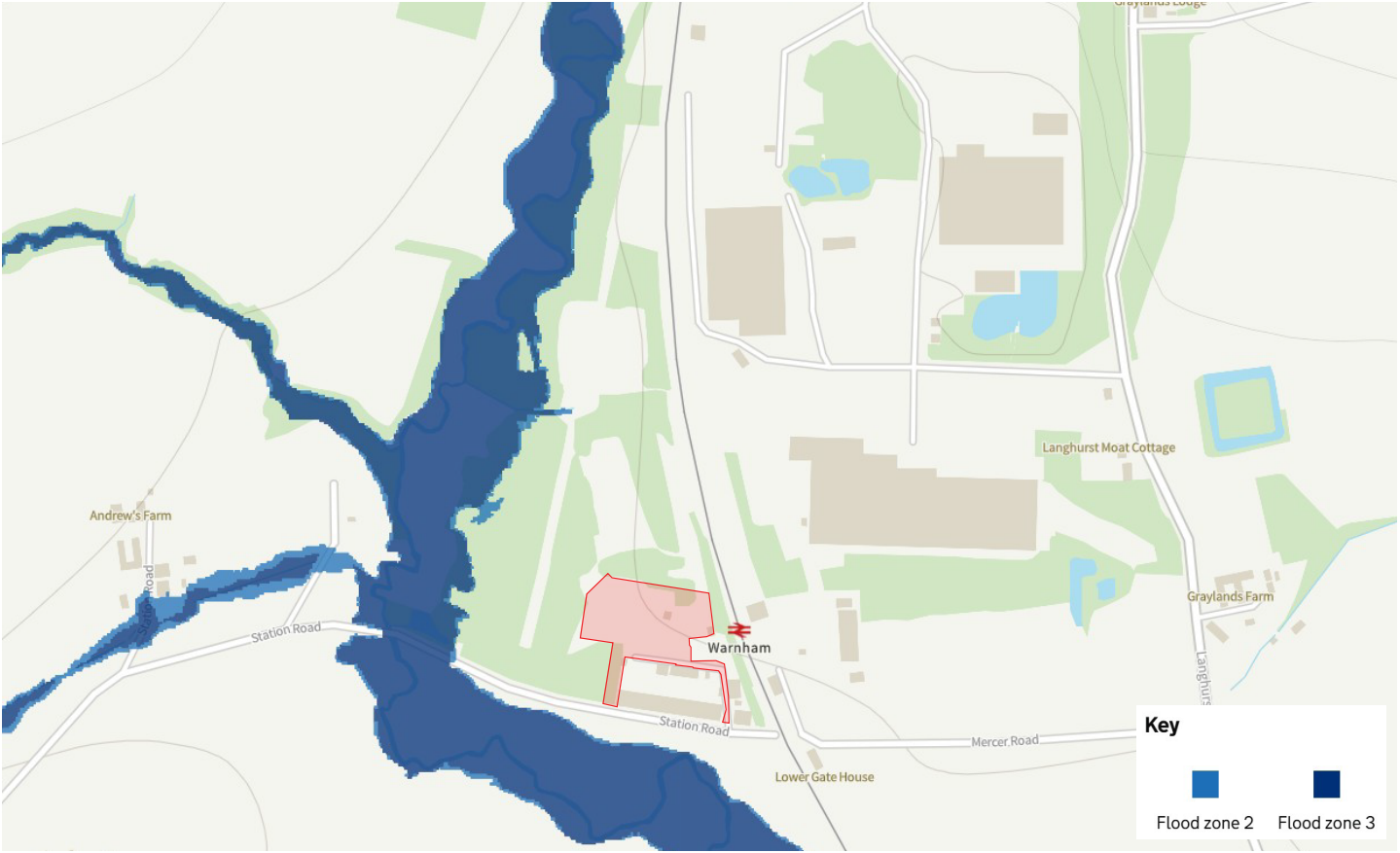
The application site is located within Flood Zone 1, as defined by the Environment Agency, where there is a low probability of flooding from rivers or the sea. Flood Zone 1 comprises land assessed as having less than a 0.1% annual probability of river or sea flooding, and is therefore considered to be at low risk. On this basis, the proposed development is not expected to be at significant risk of flooding and is appropriate in flood risk terms.



Flood Risk_Surface Water - 1 to 100 years. Source: <https://flood-map-for-planning.service.gov.uk>



Flood Risk_Site Location. Source: <https://flood-map-for-planning.service.gov.uk>



Flood Risk_Zones 2 and 3. Source: <https://flood-map-for-planning.service.gov.uk>

2.3 CONSTRAINTS AND ACCESSIBILITY

The constraints and accessibility diagram illustrates the key physical, environmental, and contextual factors influencing the proposed development of the application site. It identifies site boundaries, existing access points, surrounding land uses, and nearby transport links, demonstrating how the site relates to its immediate context. Relevant constraints such as adjacent properties, landscape features, and any environmental considerations are shown, ensuring these factors have informed the site layout and design approach. The diagram also highlights pedestrian, cycle, and vehicular connection opportunities, confirming that the site is well integrated with the surrounding movement network and can be safely and conveniently accessed. Overall, the diagram demonstrates that the site is accessible and that all identified constraints have been carefully considered in shaping a responsive and appropriate development proposal.

Horsham benefits from a wide range of community facilities, including retail, educational, healthcare, community and recreational provision. The designated Local Centre is focused along West Street, approximately 3.4km to the south of the site. This Local Centre accommodates a number of key community assets, including St Mary's Church, schools and local services such as a post office, village hall, places of worship, public houses and children's play areas.

Warnham Railway Station lies approximately 200 metres from the principal site access, providing convenient public transport connectivity.



3. ILLUSTRATIVE PROPOSAL

An illustrative layout has been prepared to assess the site's development capacity and to establish key design principles, providing an indication of how the site could be brought forward for development in a comprehensive and sustainable manner. The layout and associated illustrations are indicative and are intended to demonstrate one potential design response. They confirm that approximately 24 dwellings could be accommodated while delivering a high-quality residential environment, in accordance with the objectives of the National Planning Policy Framework (NPPF).

The illustrative layout demonstrates a contextually responsive and landscape-led approach to design, informed by an understanding of the site's constraints and opportunities. The concept reflects the NPPF's emphasis on achieving well-designed places through the use of deliverable housing typologies, a coherent layout structure, and the provision of high-quality green infrastructure that supports residential amenity, character, and long-term placemaking.

High quality design is central to the vision for the site. The proposed outline development seeks to create a cohesive sense of place through careful consideration of building orientation, street hierarchy, public realm and landscape structure. Green infrastructure are integrated within the layout to enhance visual amenity, support biodiversity and reinforce the rural and suburban character that defines much of Horsham District. The architectural approach should reflect prevailing local scale and proportions while avoiding pastiche, using durable and contextually appropriate materials to ensure longevity and visual coherence. In doing so, the development accords with the Council's objective of securing well-designed development that enhances local character and contributes positively to its setting.



Sustainability is embedded within the design from the outset. The development should adopt a fabric-first approach to energy efficiency, ensuring that dwellings are designed to minimise heat loss and reduce energy demand in accordance with, and where feasible exceeding, current Building Regulations Part L requirements. High levels of insulation, improved airtightness and efficient glazing should form the basis of the energy strategy, supplemented by low carbon heating technologies such as air source heat pumps and the incorporation of photovoltaic panels where appropriate. Building orientation should be carefully considered to optimise passive solar gain while incorporating overheating mitigation measures in line with Part O. These measures align with Policy 36 and support the UK's legally binding commitment to achieve net zero greenhouse gas emissions by 2050.

In addition to operational energy performance, the development should seek to incorporate carbon-sensitive construction methods through the responsible sourcing of materials, the selection of products with lower embodied carbon where practicable, and the reduction of construction waste. Sustainable drainage systems should be integrated to manage surface water effectively, improve water quality and enhance biodiversity, while tree planting and landscape features will contribute to urban cooling and climate resilience. Provision for electric vehicle charging infrastructure will be incorporated in accordance with current standards, supporting the transition to low emission transport. Overall, the proposal represents sustainable development as defined by the NPPF, balancing environmental responsibility, social wellbeing and economic contribution. It establishes a clear framework for delivering a high-quality residential environment that responds positively to its context, achieves exemplary design standards in accordance with Horsham planning policy, and embraces energy-efficient, carbon-sensitive construction methods consistent with required UK standards. The development will make a positive and lasting contribution to the character, resilience and sustainability of Horsham District.



3.1. SITE PLAN

The proposed site layout illustrates the arrangement of development within the application site, showing the location and orientation of 24 dwellings, vehicular access points, private curtilages, parking, and circulation routes. It demonstrates how the layout responds to site constraints, surrounding context, and access requirements, while ensuring efficient and appropriate use of the site and a clear, legible arrangement that supports safe movement and high-quality design.



3.2. TENURE MIX PLAN

The drawing opposite shows the proposed mix for the site.

The proposed housing and tenure mix is aimed at creating housing for families and couples in line with local policy requirements, with 1, 2, 3 and 4 bedroom houses proposed

The tenure mix proposes 65% Open Market dwellings and 35% allocated for affordable housing.

These figures are to be refined and finalised as a part of the development of the application through subsequent application.

The proposal currently allocates 1 or 2 car parking spaces per dwelling, dependent on bedroom provision in line with local policy requirements.

PLOT SCHEDULE					
Plot No.	Housetype	Tenure	GIA (m2)	Bed	Parking spaces
1	B	Open market	80	2B 4P	1
2	B	Open market	80	2B 4P	1
3	D	Open market	108	4B 6P	2
4	D	Open market	108	4B 6P	2
5	C	Open market	94	3B 5P	2
6	C	Open market	94	3B 5P	2
7	C	Affordable rent	94	3B 5P	2
8	C	Affordable rent	94	3B 5P	2
9	C	Open market	94	3B 5P	2
10	C	Open market	94	3B 5P	2
11	B	Open market	80	2B 4P	1
12	B	Open market	80	2B 4P	1
13	A	Open market	55	1B 2P	1
14	A	Open market	55	1B 2P	1
15	A	Affordable rent	55	1B 2P	1
16	A	Intermediate tenure	55	1B 2P	1
17	B	Affordable rent	80	2B 4P	1
18	B	Affordable rent	80	2B 4P	1
19	B	Open market	80	2B 4P	1
20	B	Open market	80	2B 4P	1
21	B	Open market	80	2B 4P	1
22	B	Open market	80	2B 4P	1
23	B	Intermediate tenure	80	2B 4P	1
24	B	Intermediate tenure	80	2B 4P	1

Type A 1B/2P 4no. 17%
Type B 2B/4P 12no. 50%
Type C 3B/5P 6no. 25%
Type D 4B/6P 2no. 8%

Housing Tenure Mix

Open Market 67%
Affordable 33%

Housing Mix

Affordable Housing Mix

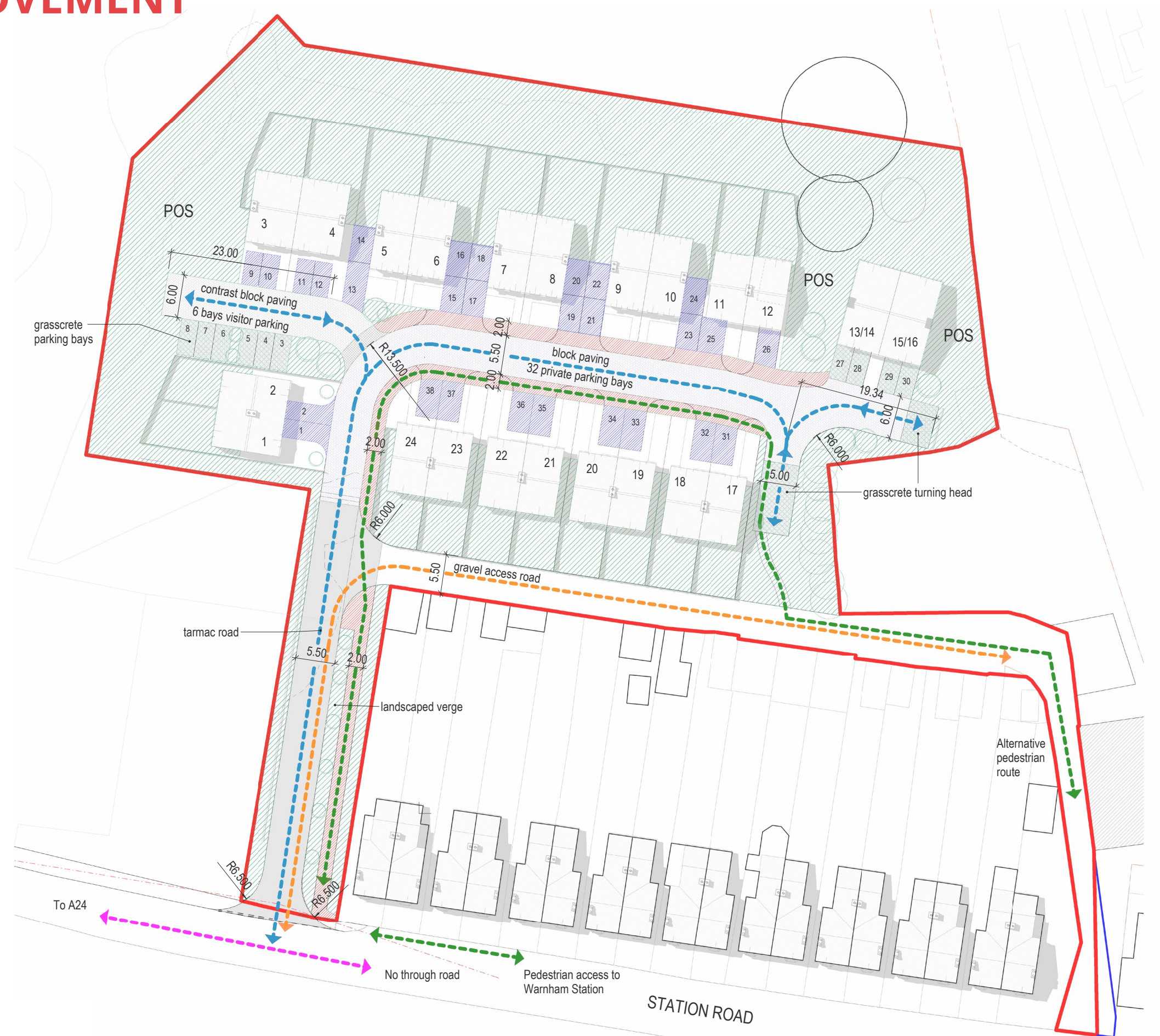
Type A 1B/2P 2no. 25%
Type B 2B/4P 4no. 50%
Type C 3B/5P 2no. 25%
Type D 4B/6P 0no. 0%

Affordable Tenure Mix

Affordable Rent 62%
Intermediate Tenure 38%



3.3. ACCESS AND MOVEMENT PLAN



3.4. LANDSCAPE PLAN

The proposed landscaping layout illustrates the treatment of external spaces across the site, including areas of soft and hard landscaping, boundary treatments, and planting proposals. It demonstrates how landscaping is used to enhance visual amenity, define spaces, and integrate the development into its surroundings, while supporting biodiversity and creating a high-quality, cohesive external environment.

The ecological impacts due to development of the site have been assessed using guidelines provided by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2018)

Mitigation measures to include:

Appropriate landscaping scheme to enhance floral diversity and existing foraging resource for birds, bats and invertebrates.

Arboricultural protection to avoid and minimise impacts to retained trees.

A sensitive lighting scheme should be implemented during and after construction to avoid indirect disturbance to foraging and commuting bats, birds and mammals that may be using the peripheries of the site all in accordance with the detailed mitigation measures set out in the Ecological Impact Assessment.

Integrated Bat boxes should be installed across a minimum 25% of the proposed dwellings see plan for suggested locations.

- Bat roosts are to be incorporated within retained trees along the site boundaries and three concrete-type bat boxes to be installed to retained trees within the adjacent woodland.
- Bat box types to include:
- 5 suitable for breeding – Improved Maternity Roost Bat Box or suitable equivalent,
- 5 suitable for hibernation use by small numbers of bats - Large Multi Chamber WoodStone Bat Box or suitable equivalent,
- 5 General purpose boxes - Improved crevice bat box or suitable equivalent.

Sparrow boxes to be installed within the new residential dwellings. It is suggested that at least 10% of the new dwellings should have such a feature installed. See plan for suggested locations.

To maintain connectivity within the completed development, mammal movement (specifically hedgehog) should be considered during development design. Small gaps in boundary fences (~13cm x 13cm) should be included to allow the movement of urban wildlife through the built environment. See plan for suggested route and location of hedgehog gaps within fences.



4. SUMMARY

This Design and Access Statement has set out the principles and rationale underpinning the proposed development, including the site context, key constraints, and considerations of accessibility, movement, and landscape. It demonstrates how the proposals have been informed by the surrounding environment and how the site can accommodate development in a manner that is sensitive to its context. The statement illustrates the approach to layout, scale, and design principles, while leaving detailed matters such as appearance and landscaping to be considered at the reserved matters stage. Overall, the proposal represents a sustainable, well-considered scheme that is appropriate to the site, supports safe and inclusive access, and provides a framework for a high-quality development that will positively integrate with the surrounding area.

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